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00-0295-60

12 February 1960

MEMORANDUM FOR : Acting Chief, DFD-DE/P
THROUGH : Chief, Development Branch, DFD-DE/P 9P
SUBJECT : Trip Report of Visit to ONCA Facilities

25X1A 1. On 10 February, I visited the radar testing facility at [redacted]. The purpose of the visit was an indoctrination of the present capability and familiarization with the test procedures. It was also possible to view, for the first time, the full scale model of the ONCA vehicles.

25X1A 2. On 11 February, I visited the LOCKHEED facility at Burbank. The visit was precluded by an apparent reluctance on the part of LOCKHEED to accept [redacted] and me to the plant. Upon arrival, I was questioned by Mr. Johnson on the clearance status of [redacted] which was the cause of concern for our visit. I mention this fact because of the lack of suitable security coordination and the personal resentment that LOCKHEED would doubt my integrity in introducing uncleared personnel into the program.

25X1 3. At the plant, it was possible to view a preliminary mock-up of the A-12 cockpit. Included in the group inspecting the cockpit were General Flickinger, [redacted] and I. Personal observations are:

(a) Size - The cockpit is adequate in size except for height. This deficiency is not necessarily a function of pilot size, but rather one of suitable clearance from normal eye level to canopy.

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(b) Magnetic compass - the magnetic compass location obstructs forward vision. ~~LOCATED~~ said it would be re-located.

(c) Instrument panel - sitting at normal eye level, the complete face of the instruments on the lower portion of the panel cannot be seen. This condition will be worse when the wearing of a pressure suit restricts head movements.

(d) Gear handle - the operation of the gear handle is very difficult when either throttle (or both) is in the military power position or afterburner power range. Further study will be done.

(e) Warning panel - the lights of the system's warning panel do not appear to be well shielded from sun glare. This is also true of the master warning light.

(f) Emergency controls - the two emergency controls for fuel cut-off to the engines are located for right hand operation. This will require the pilot to change hands on the control column at a time when it is much more desirable to maintain right hand flying control.

(g) Landing gear indicators - the landing gear indicators are located in a position that makes them difficult to see, especially at night. This condition will be further aggravated by the use of the pressure suit. The diagonal lines which indicate an unsafe gear position are often difficult to distinguish from the "gear down" presentation. The indicators should be replaced with three small green lights.

(h) Throttle quadrant - some doubt exists as to whether or not the throttle operation is proper for use with the P & W engine. Previous P & W engines equipped with afterburners do not operate in the manner of the mock-up throttle. Further investigation of this problem will be made. If the present method of throttle and A/B control is used, the "Lift for Afterburner" feature should be eliminated. It is extremely difficult to lift the throttles with the finger tips when the arm is in the extended position. This condition will be more difficult when wearing the protective gloves of the pressure suit. The above comments and comments of suggested changes by other members of the visiting party were made to ~~LOCATED~~.

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4. After viewing the cockpit, a short meeting was held with [redacted]. One of the principal topics of discussion was that of the use of "Flex wire" in an effort to effect weight saving. [redacted] stated that they had not investigated the use of this wire because they did not believe it capable of carrying a heavy electrical load. This opinion was based on a sample sent to LOCKHEED rather than any technical discussions with the manufacturer of the wire. This hardly appears to be a constructive attitude toward weight reduction when a trip to the makers facility would cause such a small amount of money and time required of one electrical engineer to be spent.

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DEV BR/DPD: [redacted] smjw

11 February 1960

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